



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH INFANTRY DIVISION (MECHANIZED) AND FORT CARSON
BLDG 1435, WETZEL AVE.
FORT CARSON, CO 80913-4145

COMMAND POLICY
Safety--02

AUG 05 2009

AFYB-CG

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Motorcycle Safety Policy

1. References.

- a. Department of Defense Instruction 6055.4, DoD Traffic Safety Program, 20 July 1999.
- b. Army Regulation 385-10, The Army Safety Program, Rapid Action review (RAR), 11 November 2008.
- c. Army Regulation 190-5, Motor Vehicle Traffic Supervision, 22 May 2006.
- d. Chief of Staff of the Army memorandum, 28 December 2007, Subject: Motorcycle Mentorship – Ride Smart Ride Safe, Team Up!
- e. FORSCOM Commander memorandum, 26 December 2007, Subject: Privately-owned Vehicles/Motorcycle Safety.

2. Purpose. To establish the Installation Commander's policy on motorcycle safety.

3. Applicability. This policy applies to all Military and Civilian personnel assigned, attached, working on, or visiting Fort Carson.

4. General. The high-risk nature of riding motorcycles, mopeds, dirt bikes, all terrain vehicles (ATVs), and motorized scooters and the serious consequences of being involved in an incident require we have an effective motorcycle safety program. The loss of life for any reason is unacceptable, especially in an area in which we have the ability to exert influence. Leaders at all levels will apply emphasis to prevent motorcycle accidents and fatalities.

5. Motorcycle Safety Policy. All Military Units will include this policy as part of their Unit Safety Program. This written program must implement provisions of Department of Defense Instruction (DODI) 6055.4, AR 385-10, Fort Carson 385-1 and this document.

6. Mentorship Program - Each Brigade and Battalion will have a motorcycle mentorship program supporting both standard/cruiser and sport/sport touring motorcycles. The purpose behind this program is to promote safe and responsible motorcycle operations under the care of experienced responsible riders.

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a. Commanders will support and promote unit level motorcycle safety activities within regulatory limits.

(1) Promote activities reinforcing positive training, mentorship and riding. This will include motorcycle safety awareness for all Unit personnel during the Quarterly Safety Stand-down.

(2) Identify unit motorcycle riders and ensure face-to-face counseling (to include this policy) between first-line supervisors and Soldiers. Riders must be identified by type of motorcycle and assigned to the appropriate mentor. Soldiers will execute a written motorcycle safety contract with their command (enclosure 1).

(3) Enforce motorcycle training requirements outlined in enclosure 2. Commander or 1SG will provide a memorandum authorizing the Soldier to attend the required training course(s) (enclosure 3).

(4) Appoint motorcycle mentors for both standard/cruiser and sport/sport touring motorcycles to coach unit motorcycle riders. Each motorcycle style will have a Senior Mentor to administer the program. Unit mentors will:

(a) Be an experienced and current motorcycle rider in good standing with five or more years experience on the appropriate motorcycle type. The mentor should be mature and a leader.

(b) Complete the Basic Riders Course (BRC), Experienced Riders Course (ERC), and Motorcycle Sports Riders Course (MSRC) (when available);

(c) Act as a conduit of information to Soldiers for motorcycle safety education and awareness;

(d) Set the example and standard for responsible motorcycle riding;

(e) Mentor Soldiers in purchasing, riding, and maintaining motorcycles;

(f) Monitor and evaluate Soldier's skill development, recommend appropriate training, and in conjunction with Unit Leadership, ensure Soldiers attend appropriate training;

(g) Track and inform the Commander and 1SG of the Soldier's riding progress and completed training;

(h) Organize and promote activities to enhance motorcycle safety by Unit affiliation or riding events; and

(i) Promote command objectives related to motorcycle safety.

b. Soldier responsibility.

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(1) Comply with installation, local, State, and Army motorcycle training, licensing, and operating requirements. The Motorcycle Safety Foundation (MSF) card issued as proof of course completion shall be carried at all times while operating a motorcycle and be presented when requested;

(2) Use composite risk management in purchasing, riding, and maintaining motorcycles;

(3) Properly maintain and wear the appropriate Personal Protective Equipment (PPE) for both on and off post riding. Operators will ensure that passengers comply with the PPE requirements set forth in this policy;

(4) Support and participate in the motorcycle mentorship program;

(5) Identify themselves to their chain of command at the time of assignment to the Unit or when planning to purchase a motorcycle;

(6) Seek out mentorship from skilled, responsible, and positive riders; and

(7) Demonstrate self discipline and defensive driving when operating a motorcycle. Recognize the inherently dangerous nature of motorcycle operation and do not join or participate in activities that contribute to high risk behavior.

7. Requirements.

a. Motorcycles, mopeds, off-road motorcycles and All Terrain Vehicles (ATVs) will comply with installation and state vehicle licensing and registration requirements. Furthermore, operators will comply with the installation, State, and Army motorcycle training, licensing, and operating requirements.

b. All personnel who are authorized to operate a motorcycle will complete and pass an Army-approved motorcycle safety course that is certified by the MSF. Military members must complete a MSF course within seven (7) days of arriving to Fort Carson or the purchase of a motorcycle and every three years thereafter. See enclosure 4 for MSF course requirements. Soldiers will possess the MSF course completion card on their person at all times while operating a motorcycle. All other personnel will possess the MSF course completion card on their person while operating the motorcycle on the installation. Furthermore, DODI 6055.4 directs all Soldiers that operate vehicles and who are 26 years old and younger, regardless of rank, attend and pass the Army Traffic Safety Training Program (ATSTP).

c. Motorcycle riders will possess a valid state motorcycle license or permit. Military personnel riding on a learners permit are required to have another licensed operator with them (IAW State Laws). Soldiers will comply with any additional requirements of the installation. OFF-ROAD only operators will comply with State and assigned installation driver licensing requirements.

d. All military motorcycle operators will have their motorcycles inspected by their Leader using the attached inspection checklist. This checklist will also be used during inspections for long weekends or any travel beyond 150 miles (see enclosure 1). This checklist may be made more strict, but no items will be removed. The operator, inspector, 1SG, and Commander will sign the checklist. By the Soldier signing the checklist they are acknowledging that they know, understand, and will adhere to motorcycle policies. By the 1SG and Commander signing the checklist they are acknowledging that they have briefed the Soldier on his or her responsibilities IAW this policy, all required counseling and training has been completed, and that they have mitigated known hazards to the best of their ability.

e. All motorcycle operators, and/or those riding as a passenger, will wear the appropriate equipment listed in AR 385-10 and below. Furthermore, these items will be worn by Soldiers ON or OFF POST and ON or OFF DUTY. These items will also be worn by operators who ride OFF ROAD only.

- (1) Department of Transportation approved motorcycle helmet fastened under the chin.
- (2) Sturdy over the ankle shoes or boots (preferably leather boots).
- (3) Full fingered gloves or mittens designed for use on a motorcycle.
- (4) Long pants and long sleeved shirt or jacket and long trousers.
- (5) A brightly colored (white, yellow, orange, silver, etc.) upper garment (vest or jacket) during the day and a reflective upper garment during dusk/dawn and at night. Outer garments will be properly secured, clearly visible and not covered. Items such as backpacks may be worn on top of the outer garment, but they must meet the same visibility requirements of the outer garment. Brightly colored/reflective belts do not meet the outer garment requirement. Military members will wear a reflective vest at all times, on or off post and on or off duty.
- (6) Impact or shatter resistant goggles, wraparound glasses or full face shield attached to the helmet. Windshields, eyeglasses, and fairing do not meet this requirement, the goggles may be darkened for daylight use; however, they must be clear during the hours of darkness or adverse weather conditions.

f. Should a Soldier have an accident and have failed to adhere to the aforementioned requirements, it may be a factor in making a line of duty determination. Additionally, IAW installation policies, it can be a factor in continued motorcycle operation for all personnel.

g. Risk Assessment. All Soldiers are required to complete the TRiPs individual risk assessment prior to any travel (official and non-official, TDY, Pass, or leave). All motorcycle riders in conjunction with their Leader(s) will complete an initial written risk assessment addressing, at a minimum, the following:

- (1) Soldier's age (18-26 yrs is the most common age group for accidents);

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- (2) Soldier driver's license (current and valid) is a privilege not a right;
 - (3) General motorcycle riding experience in different environments (traffic, rain, road surfaces);
 - (4) Experience with this type of motorcycle;
 - (5) Experience riding in local area or planned trip area;
 - (6) Did the Soldier's individual risk assessment or individual risk index identify them as a high or extremely high risk? Are they an aggressive individual? (See the Next Accident Assessment for Individuals and Leaders that can be found in the POV toolbox, <https://safety.army.mil>).
 - (7) Indicate the Soldiers' driving behavior and attitude while operating other equipment or POV(s);
 - (8) Last "official" Motorcycle Safety Training (MST) and is the training in line with the progressive motorcycle training;
 - (9) Recap last motorcycle safety awareness training at the Unit level;
 - (10) Traffic citations or tickets (POV & POVM) for the last 5 years;
 - (11) Demonstrated or displayed lack of self-discipline;
 - (12) External factors capable of affecting the Soldier (Family, financial, etc);
 - (13) Any displays of good safety behavior and judgment throughout the day and how this should be continued while riding;
 - (14) The reason that vehicle inspections are important and the benefit of utilizing the motorcycle inspection checklist (see enclosure 1);
 - (15) The reason for and intent behind signing the inspection checklist with individual responsibility statement (see enclosure 1 for checklist with individual statement);
 - (16) Appropriate insurance and the reasons for maintaining it;
 - (17) Fatigue factors;
 - (18) TRiPS POV risk assessment results;
 - (19) FORSCOM NCO Loss Prevention Program Squad Leader's Individual Risk Index;
- and

(20) Unit rider mentorship program benefits.

h. Motorcycle/ATV Accidents.

(1) Should a Soldier have a motorcycle accident, an appropriate accident investigation will be completed IAW this policy and AR 385-10. Additionally, if the accident resulted in the Soldier's death, a Fatality Review Board (FRB) will be conducted IAW installation policies.

(2) Furthermore, should a Soldier have a Class A, B, or C (one day lost time or greater) accident, the following data will be gathered and provided to the Division Safety Office to allow for notification to FORSCOM and DA. Fatal accidents will be reported immediately and meet the CG wake up criteria. Non-fatal accidents will be reported normally during the duty day and prior to 0500 during non-duty hours. Serious Incident Reports (SIR), regardless of accident class, will be submitted to the Installation Operations Center within six hours of the accident.

(a) The Unit chain of command will assemble the required information, i.e., Soldier's full Unit, short descriptive narrative of the accident, duty status (on/off duty or on leave/pass/TDY), if a Travel Risk Planning System (TRiPS) was completed, factors impacting the accident (speed, alcohol, licensing, training), if the Soldier was in the Unit motorcycle mentorship program, date the Company Commander and 1SG completed the Commanders Safety Course, and for cases involving motorcycles – include if the Soldier was wearing a DOT approved helmet, had completed an approved motorcycle safety course, possessed a valid license, and the ownership/installation registration status of the motorcycle. An example tracker is provided at enclosure 4. This list is not all inclusive and other information may be required. Brigade Commanders will gather and report all pertinent information to the Installation Commander within the timeline stated above.

(b) In addition to the preliminary reporting requirements above, a more detailed report on all fatal Privately Owned Vehicle (auto/motorcycle/ATV) accidents is required within 72 hours. This report will be sent to the following personnel by the Brigade Commander: Installation Commander, CSM, and Installation Safety Director.

i. Control Measures.

(1) There are many control measures available to both the Soldier and Leader. These resources range from the travel risk assessment available on the Army Safety Center website to disciplinary actions. Commanders may take steps such as recommending revocation of a Soldier's driving privileges if that person operates a vehicle in a method endangering themselves or others, or violates local, State, or installation safety requirements. As with all disciplinary actions, the Staff Judge Advocate must be contacted.

(2) Units will have a rider mentorship program. These foster Unit cohesion, fellowship, and allow more experienced riders to teach and share abilities with newer riders. An example of a mentorship program is available on the Combat Readiness Center website.

(3) There are many positive methods to promote good behavior and recognizing Soldiers for safe behavior reaps many benefits. Examples for rewarding safe behavior are the safe motorcycle driving for 1000 miles without a moving violation or infraction (this includes warnings), or other disciplinary actions. This will be tracked and validated by the Unit Commander/1SG or observed operating a motorcycle off post safely.

(4) The Leaders and Riders Guide (enclosure 6) is a good tool that will help identify requirements. Additional risk management resources are available through the Brigade Safety Office, the Installation and Garrison Safety Offices and at the Army Safety Center website, <https://safety.army.mil/home/>.

j. Training Requirements. Motorcycle training consists of Basic Rider Course (BRC), Experienced Rider Course (ERC), Motorcycle Sports Bike Rider Course (MSRC) when available, and Motorcycle Refresher Training (MRT). Anyone who operates a motorcycle on the installation and military personnel will successfully complete a Motorcycle Safety Foundation rider safety course. All training is provided on the installation at no cost to riders. A motorcycle Training Sequence chart for military members is at enclosure 5. Training can be scheduled through the Garrison Army Traffic Safety Training Program. All military motorcycle riders will complete the progressive training described in the following paragraphs whether operating a motorcycle on or off post. Soldiers must have a memorandum authorizing them to attend the required training course. The Soldier must present this memorandum when registering for the appropriate course, example can be found at enclosure 2.

(1) BRC. The BRC is the initial training for all motorcycle riders, this course provides basic motorcycle skills and prepares personnel for licensing procedures. A state licensed motorcycle operator who has passed the BRC is then permitted to register their motorcycle on the installation. Soldiers will be allowed to register for up to 180 days on the installation. Unit mentors will include Soldier progression status to 1SG and Commanders.

(2) ERC. After 120 days of riding experience, the unit motorcycle mentor's recommendation, possession of a motorcycle operator's permit and successful completion of the BRC, military rider will complete the ERC. Successful completion of the ERC will permit a rider to obtain long term installation vehicle registration and access. Military personnel who received a registration during this timeframe will expire after 180 days if that individual does not pass the ERC. It is highly encouraged that all other personnel operating motorcycles on the installation attend the ERC.

(3) MRT. All redeployed military motorcycle riders will attend the MRT within 30 days of their return and prior to operating a motorcycle. They must have completed the BRC or ERC to attend the MRT. If they have only completed the BRC they will still be required to complete the ERC NLT 180 days later.

8. As responsible Leaders and motorcycle operators, it is vital that we do everything to ensure the protection of our most valuable resource - you. It will take all personnel, riders and non-riders, to ensure that this policy is effective at preventing accidents.

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9. The point of contact for this memorandum is the Installation Safety Office, (917) 503-0090.



DAVID G. PERKINS
MG, USA
Commanding

6 Encls

- 1- Motorcycle Inspection Checklist
- 2- Motorcycle Training Sequence
- 3- Sample MC training memo
- 4- MSF attendance requirements
- 5- POV and POVM Info Tracker
- 6- Leaders and Riders Guide

DISTRIBUTION:

A

| | | | |
|--|----------------|-----------------|----------------|
| Operator _____/_____/_____/_____ | | | |
| Last | First | MI | Rank |
| Vehicle Description _____/_____/_____ | | | |
| Make | Model | Year | |
| Driver's License _____/_____/_____/_____ | | | |
| State | License Number | Exp Date | Endorsed (Y/N) |
| Insurance _____/_____/_____ | | | |
| Company | Policy Number | Expires | |
| MSF COURSE _____/_____ | | | |
| Valid for three years only. | Date Completed | MSF Card No. | |
| Post Vehicle Registration _____/_____ Y/N _____ | | | |
| Decal Number | | Properly placed | |

| T — TIRES & WHEELS | | | |
|--------------------|--------------|---|---------------|
| Item | Check | Look for | Check off |
| Tires | Condition | Tread depth, wear, weathering, evenly seated, bulges, imbedded objects. | Front Rear |
| | Air Pressure | Check when cold, adjust to load/speed. | Front Rear |
| Wheels | Spokes | Bent, broken, missing, tension, check at top of wheel: "ring" == OK, "thud" == loose spoke. | Front Rear |
| | Cast | Cracks, dents. | Front Rear |
| | Rims | Out of round/true == 5mm. Spin wheel, index against a stationary pointer. | Front Rear |
| | Bearings | Grab top and bottom of tire and flex: No free play (click) between hub and axle, no growl when spinning | Front Rear |
| | Seals | Cracked, cut or torn, excessive grease on outside, reddish-brown outside. | Front Rear |

Enclosure 1

| | | | |
|----------|-----------|--|--|
| | Routing | No interference or pulling at steering head, suspension, no sharp angles, and wire looms in place. | |
| Throttle | Operation | Moves freely, snaps closed, no revving. | |

| L — LIGHTS | | | |
|------------|-----------|--|-----------|
| Item | Check | Look for | Check off |
| Battery | Condition | Terminals clean and tight, electrolyte level, held down securely. | |
| | Vent Tube | Not kinked, routed properly, not plugged. | |
| Lenses | Condition | Cracked, broken, securely mounted, excessive condensation. | |
| Reflectors | Condition | Cracked, broken, securely mounted. | |
| Wiring | Condition | Fraying, chafing, insulation. | |
| | Routing | Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean. | |
| Headlamp | Condition | Cracks, reflector, mounting and adjustment system. | |
| | Aim | Height and right/left. | |

| O — OIL | | | |
|---------|-----------------|--|-----------|
| Item | Check | Look for | Check off |
| Levels | Engine Oil | Check warm on center stand, dipstick, and sight glass. | |
| | Hypoid Gear Oil | Transmission, rear drive, shaft. | |
| | Hydraulic Fluid | Brakes, clutch, reservoir or sight glass. | |
| | Coolant | Reservoir and/or coolant recovery tank — cool only. | |
| | Fuel | Tank or gauge. | |
| Leaks | Engine Oil | Gaskets, housings, seals. | |
| | Hypoid Gear | Gaskets, seals, breathers. | |
| | Hydraulic Fluid | Hoses, master cylinders, calipers. | |
| | Coolant | Radiator, hoses, tanks, fittings, pipes. | |
| | Fuel | Lines, fuel taps, carbs. | |

| C — CHASSIS | | | |
|-------------|-----------------------------|---|-----------|
| Item | Check | Look for | Check off |
| Frame | Condition | Cracks at gussets, accessory mounts, look for paint lifting. | |
| | Steering-Head Bearings | No Detent or tight spots through full travel, raise front wheel, check for play by pushing/pulling forks. | |
| | Swing arm Bushings/Bearings | Raise rear wheel, check for play by pushing/pulling swing arm. | |
| Suspension | Forks | Smooth travel, equal air pressure/damping and anti-dive settings. | |
| | Shock(s) | Smooth travel, equal preload, air-pressure and damping settings, linkage moves freely and is lubricated. | |
| Chain/belt | Tension | Check at tightest point. | |
| | Lubrication | Side plates when hot. Note: do not lubricate belts! | |

| | | | |
|-----------|-------------|-------------------------------------|--|
| | Sprockets | Teeth not hooked, securely mounted. | |
| Fasteners | Threaded | Tight, missing bolts, nuts. | |
| | Clips | Broken, missing. | |
| | Cotter Pins | Broken, missing. | |

| K — KICKSTAND | | | |
|---------------|-----------|---|-----------|
| Item | Check | Look for | Check off |
| Center stand | Condition | Cracks, bent. | |
| | Retention | Springs in place, tension to hold position. | |
| Side stand | Condition | Cracks, bent (safety cut-out switch/pad if equipped). | |
| | Retention | Springs in place, tension to hold position. | |

I understand that I am a Soldier 24 hours a day and the following actions are required for me to operate a motorcycle on- or off-post:

- ❖ I must register my motorcycle with the Installation.
- ❖ I must complete the required motorcycle safety courses and carry my MSF card at all times.
- ❖ My personal protective equipment in accordance with the Installation Motorcycle Policy (PPE) will consist of a Department of Transportation (DOT) approved helmet (properly fastened under the chin) with face shield or goggles, full-fingered gloves, a long sleeve shirt or jacket, long pants, over the ankle leather shoes, and a high visibility and reflective.
- ❖ PPE requirements also applies to any passenger.
- ❖ No matter what the state law is, I will always wear a DOT approved helmet and PPE.

I understand that failure to comply with Army Regulations and the Installation Motorcycle Safety Policy could result in my loss of motorcycle driving privileges. If I am involved in a motorcycle accident and I have violated any of the military regulations governing motorcycles, I could be held liable for all medical costs that I incur and found not in the line of duty. Additionally, if I violate any of the requirements and sustain fatal injuries, my survivors could be denied military and Veteran's Administration benefits.

I will always operate my motorcycle in a safe and disciplined manner and in accordance with the Installation Motorcycle Safety Policy.

Operator, Inspector, 1SG, Commander; Signatures

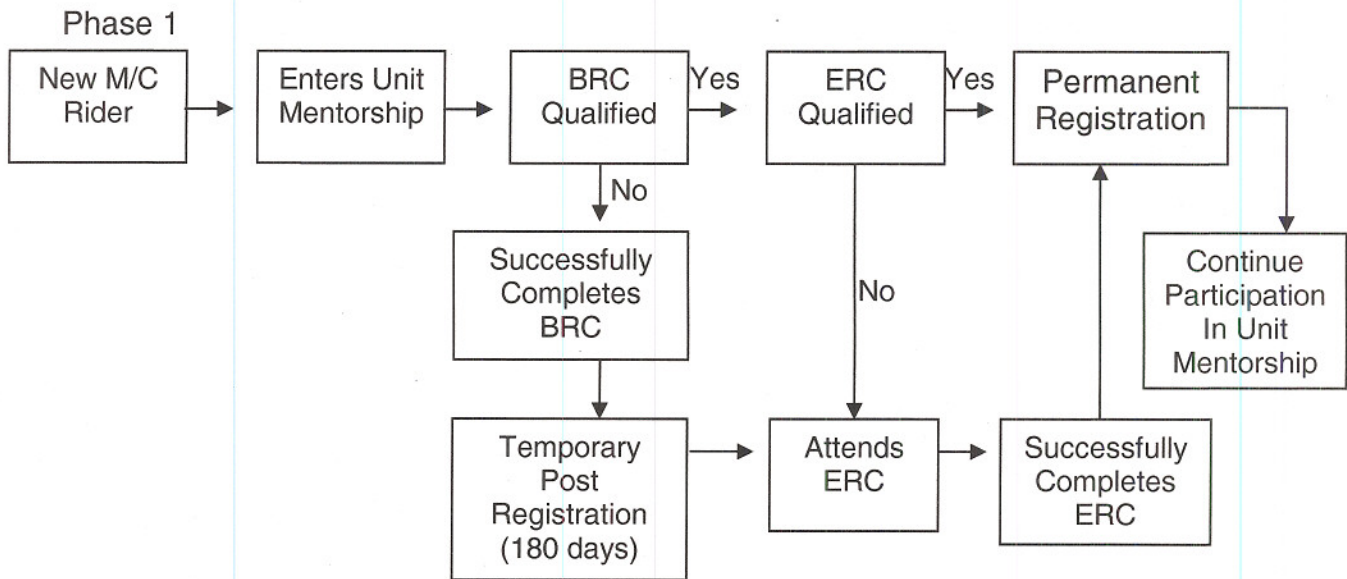
Operator Signature: _____ **Date:** _____

Inspector: _____ / _____ / _____
Name Sign Date

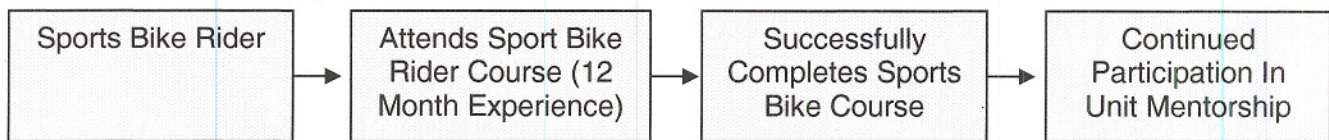
1SG: _____ / _____ / _____
Name Sign Date

Commander: _____ / _____ / _____
Name Sign Date

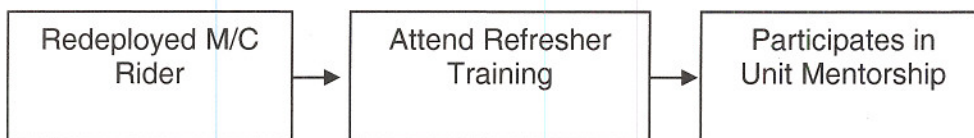
Motorcycle Training Sequence



Phase X – will apply when course becomes available at Fort Carson



Phase 2



BRC = Basic Rider Course

ERC = Experienced Rider Course



DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH INFANTRY DIVISION (MECHANIZED) AND FORT CARSON
BLDG 1435, WETZEL AVE.
FORT CARSON, CO 80913-4145

REPLY TO
ATTENTION OF:

AFYB-XXX

XX July 2009

MEMORANDUM FOR RECORD

SUBJECT: Authorization to attend motorcycle training

1. Specialist / Captain / COL Smith, John, has met all requirements to attend the xxxxx course. These include the following:

- a. Possesses a valid driver's license
- b. Vehicle insurance
- c. Proof of registration and ownership
- d. Belongs to the Unit motorcycle mentorship program
- e. Has received the Company and Battalion motorcycle mentor's endorsement
- f. Possesses all mandatory personal protective equipment
- g. Motorcycle passes the T-Clock vehicle inspection

2. Furthermore, this individual is committed to operating the motorcycle safely and will be available to attend training on date(s) provided.

3. The point of contact for this action is CPT / 1SG Big Boss, big.b.boss@us.army.mil, DSN XXX-XXXX.

Big B. Boss
CPT, IN
Commanding

Enclosure 3

Motorcycle Safety Training

You must sign up using the Army Traffic Safety Training Program website, <https://airs.lmi.org/>

You must bring a memorandum on company letter, see enclosure 2

BASIC RIDER COURSE (BRC)

Motorcycles provided (2 – 2 ½ duty days)

You must bring the following Personal Protective Equipment (PPE) with you to the class:

- DOT approved motorcycle helmet
- Motorcycle safe eye protection or face shield
- Full fingered motorcycle specific gloves or mittens
- Over-the-ankle boots
- High visibility (brightly colored for day/reflective for night) vest, reflective vest for military members
- Long trousers and long sleeved shirt/jacket

EXPERIENCED RIDER COURSE (ERC)

Use your own motorcycle (must pass inspection) (1 duty day)

You must provide valid driver's license with motorcycle endorsement at sign up

You must bring proof of registration, insurance in the rider's name, and the above mentioned PPE safety items for Basic Rider Course (BRC) with you to the class

To participate in the ERC, the motorcycle must pass inspection of the following items:

- Operating headlight high and low beam
- Operating horn
- If equipped with turn signals, they must function fully
- Operating tail and brake lights
- Tires in good condition with at least 2/32" tread depth
- Brakes with at least 1/16" pad depth remaining
- OEM or equivalent chain / belt guards
- Left and right rear view mirrors

Report to: Bldg 1219 Ellis St, 526-8045, or the training facility on the corner of Bennett and McGrath near gate #4 as directed.

Forfeiture of training slot will occur if individual is not seated at start time.

Recommend that personnel bring a sack lunch, water, and snack. There are no facilities at the riding course.

Recommend you write your class scheduling information below.

CLASS TIME & DATE _____

COMMANDERS CLASS APPROVAL MEMORANDUM SIGNED: YES / NO

Vehicle Safety Training Program

Building 1219 Rm 146 Evans St. Class building is 1117 Ellis St.

Phone 526-8045

Office hours: 08:00 – 12:00 and 13:00 – 17:00, Monday through Friday

Enclosure 4

Soldier's POV and Motorcycle / ATV Data

[illegible]

Soldier's POV and Motorcycle / ATV Data

[illegible]

Leaders and Riders Guide

A Note to Leaders and Riders

Motorcycles are unlike any other recreational vehicle. Boats, Jet skis, snowmobiles, and others have their own areas, and environments that allow them to be enjoyed in relative isolation. Motorcycles, on the other hand, constantly interact with the local population. They share the same roads, and environments that everyone else populates. This puts motorcyclist at an extreme disadvantage. Motorcycles are harder to see, and require the motorcyclist to be a "smarter" and "better" driver than those of the 4-wheeled world. Motorcycles are like helicopters- they require constant input and constant response. They also require the rider to respond to hazards quickly. Motorcycles will not "drive" themselves. From the time you start your motorcycle to the time you park it, you are working against many laws- the law of gravity and the laws of physics. To prove this point, take a motorcycle off its center stand, and let it go. It will just fall over. Try taking a curve on a motorcycle, and not counter steer, you will go straight and crash. These are only 2 examples. We all know how challenging it is to drive a car, now add all of the challenges of riding a motorcycle, and you have a full plate.

Motorcyclists as a rule ride for many reasons. It could be financial; it could be for fun, or an expression of personal freedom. Most riders agree that personal freedom is the biggest reason. But just like any other freedom, especially in this case, freedom isn't free. Riding a motorcycle comes at a cost. The cost is responsibility; responsibility to ride in a legal, mature manner and as Soldiers, to ride within the military rules, and regulations. AR 385-10, and AR 190-5 provides Soldiers and their Leaders the basic guidelines on riding safely. DOD regulation 6055.4 provides civilian employers guidance for their employees. Local post policy letters add to the regulation or make clarifications to the regulation for their areas. These regulations are made to keep us safe- and just like any other regulation, if they are not followed, the motorcyclist can be injured, or killed. This Leader's guide is designed to help Leaders and riders better understand the rules, and regulations for motorcycles. It also contains a motorcycle checklist for Leaders, so they can inspect motorcycles quarterly. This information should be in a motorcyclists' counseling packet.

Soldiers and Leaders have a responsibility; to become educated, by supporting our senior Leaders, by demanding that our Soldiers and fellow riders set the standards of conduct while on a motorcycle and by accepting nothing less from our riders and Leaders. The installation has a contract with an approved Motorcycle Safety Foundation (MSF) contractor to administer the course.

It is your duty and responsibility to ensure they attend an approved MSF class. It is also the Leadership's duty to make sure they are licensed to operate the motorcycle and the motorcycle is insured. The motorcycle needs to be inspected regularly, especially during holiday weekends. If the Soldier displays conduct on the motorcycle that shows a disregard for safety, counsel that Soldier and have them attend the MSF class again. Soldier skills are based on maintaining standards, and we always train and retrain to that standard.